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NINETY-THIRD YEAR.

ST. LOUIS. MO., SUNDAY, MAY 19, 1901.

PRICE FIVE CENTS.

BATTLESHIP OHIO IS ON PACIFIC'S BOSOM.



MISS HELEN DESHLER. She Christened the Battleship Ohio at San Francisco.

She Christened the Battleship Ohio at San Francisco.

San Francisco, May 18.—Miss Barber pressed the button, Miss Deshler smashed a bottle of California champagne, and at 12.25 p. m. the big battleship Ohio took ber first dip into the sea. Fifty thousand people cheered themselves hoarse, the big guns of the warships boomed out a salute and every steam whistle within a radius of five miles shrisked its loudest as the steel monster gilded into the water.

The noise lasted for nearly half an hour, and when it finally simmered down there lay the Ohio, peacefully floating in the little cove in front of the Union Iron Works.

Later she was towed to the dock, where the will be tied for a year or more, or until finally completed.

As the vessel slid into the water, stern foremost, she created a big wave that made even the biggest stramers near by bob uncontrately up and down. As for the maller craft, they nearly stood on end.

The hour had come. At 12.25 sharp Irving M. Scott gave Miss Barber the signal and she touched the magic electrical machine. The guillotine shot downward like a flash and severed the cord. The dog shore toppled over of its own weight and the eleverity mass to have pressed the button that started the Ohio down the ways, but, on account of her illness, her nices. He Barber, acted in Mrs. McKinley and took her dip into the sea.

ST. LOUIS MEN IN GIGANTIC PROJECT.

Syndicate Proposes to Open a New Harbor on the Mexican Coast and Enter Into Competition With the Hill and Santa Fe Combinations for Trade With the Far East.

Chicago, III., May 18.—Back of the recent purchase of the Mexican Central Railroad by the syndicate headed by H. Clay Pierce of St. Louis, is the biggest steamship and railroad transportation scheme that has matured in recent years. The acquisition of the read way the first move in a campany by the western Central and will be made way the first move in a campany by the Mexican Central and will be salarge if not iarger than the ones Mr. Hill is having built for his Northern route. This order is said to be but a beginning, as passenger steamers may be ordered and, as the trade grows, additional freighters will be added to the fleet. The final link in the chain of railroads from collina to the coast is under construction now by the Mexican Central and will be paign which the syndicate is to carry on for port and import trade between the States and the Orient, by the way of a new Pacific Coast port, to be established at Mansanillo, on the southern coast of

Oriental route, which the syndicate is estab-York than the San Francisco route. Mil-lions of dollars are to be expended by the syndicate in which the Seligmans of New York and St. Louis capitalists are inter-esseted, in making the route the most desir-

eseted, in making the route the most desirable from a shipping standpoint.

New Harber Planned.

Details have all been arranged and work on several of the connecting lines and extensions and on the new harbor has already been sharred. The establishment of the new Oriental route was admitted to-day by John J. Mitchell, president of the Illinois Trust and Savings Bank, who was recently elected to a position on the directory of the Mexican Central. Mr. Mitchell, however, declined to enter into details and was content with remarking that the men who guide the

final link in the chain of railroads from Colima to the coast is under construction now by the Mexican Central and will be completed in a few months.

5t. Louis Will Be Benefited.

Although it is not positively stated to be the fact, it is understood that close traffic relations will be entered into between the Frisco people and the Pennsylvania, which will give them through connections from coast to coast by way of St. Louis. It is also within the possibilities that friendly relations will be established with the B. & O. and the Big Four, which would not be difficult, in view of the Pennsylvania's controlling interest in both.

From St. Louis the route to Mansanilo will be as follows: The Frisco line by the way of Monett, Sapula and Dennison to Sherman, Tex. From Sherman a line will be built southwest to Fort Worth, thence southwest to Brownwood, thence southwest to Spoffords, where a connection will be made with the Mexican International Railway, crossing the Rio Grande at Eagle Pars, and continuing south and west to a connection with the Mexican Central at Torreon.

connection with the Mexican Central at Torreon.

From Missouri to the Orient.

The purchase by the 'Frisco of the Kansas City, Fort Scott and Memphis, gives a short connection from Kansas City, straight south to Mismi, from which point a connected main line of the Frisco, about seventy miles southwest of Monett. From the latter place the Frisco also has a line southwest to Paris, about fifty miles cast of Sherman, with which it is connected by the Texas and Pacific. The Paris line is now used in connection with the Gulf, Colorado and Santa Fe, and the International and Great Northern into San Antonio.

By using the Southern Pacific from Fort Worth the Frieco also has connections with the Mexican Central at El Paso, for which place the Rock Island is headed. It is not expected that the new service, which will reach Hoag-Kong, Shanghai and all the big cities of the far East, will be in operation for several months.

for several months.

BELIGNAN CONFIRMS STORY.

CELEBRATION AT POCABONTAS.
REPUBLIC SPECIAL.
Pecchontas, III., May II.—The semi-certaminis of the Pocahontas school was calbrated here to-day. Visitors were present from Vandalla. Granucally Districts.

MURDER MYSTERY AT DALLAS, TEX.

Hair and Flesh of Young Woman With Bullet Hole Through Scalp Found in Street.

STOCKING AS A POSSIBLE CLEW

The Remains Are Believed to Have Been Dissected by Medical Students After the

Dallas, Tex., May 18.—The Sheriffs and Police Departments have a mystery under

The hair and flesh of a young woman, apparently about 20 years old, were found this afternoon lying near Zang boulevard, the most prominent driveway in the city's suburbs. No bones were found. The flesh and hair are in a good state of preservation, showing that the woman's death was of recent occurrence.

Near the edge of the hair, on a line with

Near the edge of the hair, on a line with the right eye, is a wound in the forehead, which officers believe was made by a bullet. No clothing except one stocking was found. This is being used as a clew.

Body Probably Dissected.

Coroner Creel, instituted an inquest, but did not establish the cause of death. He will make further investigations. He gives it as his opinion that no matter what the manner of death may have been, the body was dissected by medical students or doctors.

tors.

The regulations of the City Health Department require that physicians report all deaths of patients at short periods after they occur. Undertakers are required to make reports of burials within thirty days. Nothing as connected with this case has yet been developed among the physicians or undertakers.

VERY QUEER CASE PUZZLES DOCTORS.

Man Who Has No Vermiform Appendix Is Seriously III of Appendicitis.

REPUBLIC SPECIAL.

Middletown, N. Y., May 18 .- Physicians are puzzled over the case of George B. Williams of Goshen, whose vermiform appendix was removed several months ago. Williams is now seriously ill, exhibiting every symptom of appendicitis.

POISON FOUND NEAR CORPSE.

Inmate of Asylum May Have Been Murdered.

REPUBLIC SPECIAL

Jacksonville, Ill., May 18.—William Ferguson of Quincy, alias William Winn, is under arrest here, held on suspicion of being implicated in the death of Joseph L. Barnes, a patient at Central Insane Hospital. On May 7 Ferguson, it is alleged, called

at the hospital and, presenting a letter purporting to be from Mrs. M. E. Hill of Monticello, a sister of Barnes, was admitted to see him. They were together about half an hour, and soon after the visitor departed Barnes went into convulsions and died.

A piece of candy, was found near the chair where he had been seated, and there was a crystal of strychnine on the floor.

Doctor Winslow, superintendent of the hospital determined to investigate, and the Coroner of the county was notified and com-Coroner of the county was notified and commenced an inquest. The stomach was taken out and sent to Champaign for analysis and pending the result, the matter was kept quiet. Barnes had not been subject to convuisions and the manner of his death added another suspicious froumstance.

Ferguson was arrested in Quincy, but denies having visited the hospital. Barnes

nies having visited the hospital. Barnes had been a patient herei since May. 1896, when he transferred from Kankakee. Suspicion rests upon some of Barnes's relatives, who are cuspected of employing Ferguson to administer the poison. The dead man carried 25,000 life insurance.

FRISCO TRAINS TIED UP.

Bridges Swept Away and Red Riv er Rising Rapidly.

REPUBLIC SPECIAL.

Denison, Tex., May 18.—The continued heavy rains have virtually tied up the Frisco Railway in the Territory. All trains have been abandoned, and several bridges have been carried away by the torrent of water. Red River was reported as bank full this forenoon, and parties from there say that it is rising very rapidly, with an enormous amount of drift running, including many green trees, showing that banks are caving in somewhere.

SUES THE SANTA FE RAILROAD. J. H. Taylor Wants \$120,000 as a Commission.

J. H. Taylor filed suit yesterday against the Atchison, Topeka and Santa Fe Railway Company for \$120,000 on a contract, under which it is alleged Taylor was to receive a commission for securing a loan for the Kansas City, Okiahoma Central and Southwestern Railway Company, which was afterwards acquired by the Atchison, Topeka and Santa Fe Company.

The petition, which was filed by Attorney Jesse A. McDonald and H. Chouteau Dyer, recites that in 188 the Kansas City, Okiahoma Central and Southwestern Railway Company proposed to build a road from Cherrydale, Kas., to Vernon, Tex.; that Taylor was authorized to negotiate a loan for the work. Through his endeavors, he alleges, Samuel B, McConnell agreed to advance \$5,000,000.

WILL MEET IN LITCHFIELD.

Illinois Traveling Men in Convention Elect Officers.

Peoria, Ill., May 18.—The United Commercial Travelers of this State will hold their next annual convention in Litchfield. This was decided prior to the adjournment of the Grand Council to-day. Officers were elected as follows:

Grand councilor, D. K. Clink, Chicago; grand junior councilor, Charles S. Skater, Aurora; grand past councilor, H. Heilbruner, Chicago; grand past councilor, H. Heilbruner, Chicago; grand past councilor, H. Hart, Chicago; grand conductor, Harry Braz, Quincy; grand page, Ira A. Crimes, Springfield; grand sentinel; L. J. Besson, Feoria: grand Executive Committee, J. A. Davidson, Chicago; J. Anderson, Rock Island.

TEACHERS FOR LAMAR SCHOOLS.

REPRESENTATIVES OF THE LOUISIANA PURCHASE EXPOSITION COMPANY AND INVITED GUESTS OF THE PAN-AMER ICAN EXPOSITION COMPANY, SKETCHED AT UNION STATION BY A REPUBLIC ARTIST FIVE MINUTES BEFORE THEY

WORLD'S FAIR DIRECTORS START TO BUFFALO.

Directors of the Louisiana Purchase Exposition Company to Buffalo to participate in the dedicatory ceremonies of the Pan-American Exposition nulled out of Union Station promptly at 230 o'clock yesterday afternoon, amid enthusiastic cheering and farmwalls of a leave crowd

tainment until their departure, at it o clock to-morrow night.

On the trip to and from Buffalo the directors are guests of the Wabash Railroad, which turnishes the special train. This is one of the hest-equipped trains that ever left St. Louis, it consists of three improved Pullman sleepers, a cafe and library car, a basigage coach and the private car of Vice Prasident and General Manager J. Ramser, c., of the Wabash Railway.

Along a sides of the cars were strips of bunting, extending the entire length of the train, on which were marked in letters a foot high the words, "Louisiana Purchase Exposition, St. Louis, Mo., 1802." Orders had been issued to keep the tracks clear for the special train, and to give it right-of-way over everything.

over everything.

At Decatur, Ill., a dining coach was picked up by the train in which the party dined last night, and will eat breakfast before

man hight, and will eat breakfast before reaching Buffalo this morning.

Members of the party began to gather at Union Station about 1.30, o'clock yesterday afternoon. At the gate of the midway barrier they were met by Secretary Walter B. Stevens, who handed to each director an application of the state of the state

envelope containing the number of his sleeper berth, his ticket and a white silk badge, marked in gold letters "Director Louisiana Purchase Exposition Company," On the platform at the rear of the train an informal reception was held, while the directors discussed the prospects of the trip with their friends, who had come to see them off. Several directors, who were unable to make the trip, were at the station

to bid their fellow directors bon voyage.

Shortly before the train pulled out John
M. Allen of Tupelo, Miss., a member of the
Louistana Purchase Exposition Commission,
sauntered into the Midway. He carried a
grip, and appeared ready to start on a journey. His appearance was a surprise to the
directors, none of whom knew he was in
town.

DEPARTED ON THE SPECIAL TRAIN FOR BUFFALO.

afternoon, amid enthusiastic cheering and farewells of a large crowd.

The run to Buffalo will end at \$20 o'clock this morning and will be made over the Wahash tracks all the way. On reaching Buffalo the Directors will become the guests of the Pan-American Exposition Company. A committee of the directors of that company will meet the St. Louisans upon their arrival, and have charge of their entertainment until their departure, at 11 o'clock to-morrow night.

The was immediately surrounded by members of the party, who urged him to make the trip with them. Mr. Allen replied that he really could not go. However, he allowed his luggage to be put on the train and was seated in the smoking-room of one of the party, who urged him to make the trip with them. Mr. Allen replied that he really could not go. However, he allowed his luggage to be put on the train and was seated in the smoking-room of one of the party.

and some souvenir itinerary card on enter

handsome souvenir itinerary card on entering the train. This consists of booklet, the pages of which are held together by bowknots of white satin ribbon.

The cover is beautifully ornamented with colored engravings typical of the Pan-American Exposition and the Louisiana Purchase Exposition. On the first leaf is Mr. Ramsey's letter of invitation to the Board of Directors. President Francis' letter of acceptance is on the second leaf. The other pages contain a list of the officers and directors of the Louisiana Purchase Exposition Company; the itinerary proper; blank spaces for autographs and a short sketch of the Pan-American Exposition.

ST. LOUIS DELEGATION MAKING A RECORD RUN TO BUFFALO.

mey. His appearance was a surprise to the directors, none of whom knew he was in town.

He was immediately surrounded by members of the party, who urged him to make the trip with them. Mr. Allen replied that he really could not go. However, he allowed his luzgage to be put on the train and was seated in the smoking-room of one of the Pullmans, relating a story, when the train pulled out of the station.

"I ran up to St. Louis on a matter of business," said Mr. Allen to The Republic, "and expected to go home to-night. The Directors have prevalled upon me, however, and now I have changed my plans and will go to Buffalo. I did not come to St. Louis on World's Fair business. I hope to learn something about expositions on this trip, and believe that the local manament of the st. Louisans had been completed. They will be officially recognized in the party will have every opportunity to study the exposition of the train had a clear roadway poportunity to study the exposition of the trip. How was in the party will have every the train had a clear roadway poportunity to study the exposition of the trip. How was in the party will have every the train had a clear roadway poportunity to study the exposition of the trip. How was in the first the first trip. I have every the train had a clear roadway poportunity to study the exposition of the trip. How was intended the trip without any unpleasant incident to break the uniform comfort and heave come this far without any unpleasant incident to break the uniform comfort and leader to break the uniform comfort and leader to break the uniform comfort and lockent to break the uniform comfort and leader to be train to the party between the station of the trip. The train party with the party will have every the party to the

bridge, the train had a clear roadway

speed was maintained the Louisiana Prochase Exposition Directors sat at the table in the dining car, conveying soup freplate to lips without missing a drop.

The smoothness of the run has given as conclusive evidence of the perfect condition of the readled that the street of the perfect conditions are smoothness.

Fails, a carriage drive through Buffalo, private inspection of the fair ground, whi is to be closed to-morrow to visitors, a

Union Station, along the Levee and over the Merchants' bridge, Decatur, 113 miles from St. Louis, was reached at 4:26, making a run of two hours and fifteen minutes.

One of the fastest short runs was between Litchfield and Blue Mound, a distance of forty-six miles, which was made in forty-one minutes. Another good run, over a fine stretch of straight track, was from Decatur to Tilton, a distance of seventy-one and six-tenths miles. The special covered this in just seventy minutes, and while this high

TEXAS, DESTINED TO BE THE WORLD'S OIL CENTER,

Immense Sums Will Be Expended in Developing and Expanding the Petroleum Finds of Beaumont-Largest Organization Ever Incorporated in the Lone Star State Planning to Do

warded-Big Deals On.

a Tremendous Business-Faith of Texans in the Richness of Their State Re-

REPUBLIC SPECIAL Beaumont, Tex., May 18.—"Beaumont oil is the greatest commercial fact of the age." These are words of an officer of the Wat-

ers Pierce Oil Company, the strong right arm of the Standard Oil Company in the Middle West and Southwest, spoken by him a month ago, before the country at large had begun to realize the magnitude

iuil in trading on the street. Everybody awaits the next strike. Another gusher on Spindletop Hill will cause no excitement, but when the oil is located off the hill, a renewal of the speculative feature is expected to a degree exceeding in extent all past activities in this line.

It was reported to-day that the well being sunk by the Sabine oil Pipe Line Company on the Easley Survey, near Rosedale, three or four miles northwest of Beaumont, had shown indications of oil, but W. J. Stratford, one of the owners, denied that such was the case, saying that the drill was only down 300 feet. Stratford is putting down the largest well in Texas at Landrum, souttwest of Beaumont about nine miles. He is sinking a 10-inch pipe to the bottom.

sour Lake Attracting Attention.
Sour Lake, twenty miles west of Beaunt, is attracting considerable attention,
ro derricks are up and preparations are
ing made to raise six more. Oil was found
re as far back as 1895. It is of lubricatg quality.

OIL ON A TRANSMI Knowlife, Tenn., May here to-night that a 18-well has been tagent